

## Type I and II Ground Disturbing Categorical Exclusion Action Classification Form

STIP Project No.	<b>BR-0117</b>
WBS Element	<b>48826.1.1</b>
Federal Project No.	<b>N/A</b>

### A. Project Description:

This project is comprised of the replacement of Bridge No. 650052 over Gumberry Swamp on SR 1313 (Hargraves Road) in Northampton County, North Carolina. The bridge will be replaced on the existing alignment while detouring traffic offsite, see attached: Figure 1 - BR-0117 Project Location Map and Figure 2-BR0117 Project Disturbance Map.

The proposed bridge will be approximately 97 feet long with a minimum clear roadway width of 27.8 feet. The approach roadway will extend approximately 317 feet and 276 feet on the south and north ends of the bridge, respectively. No paved shoulders will be provided except within the bridge approaches.

### B. Description of Need and Purpose:

Built in 1957 the bridge requires replacement due to deterioration of structural elements. The posted weight limits for the bridge are currently 10 Tons and 18 Tons for single vehicles and truck tractors-semitrailers, respectively. The existing bridge is 68 feet long with a clear roadway of 19 feet. Bridge No. 052 has a sufficiency rating of 51.33 and is categorized as "Not Deficient". However, the superstructure and substructure timber elements show signs of deterioration and have had priority maintenance repairs performed on the substructure elements. This is a bridge replacement and safety improvement project.

The replacement of Bridge No. 052 is part of the Growing Rural Economy and Agriculture through Transportation and Technology Enhancement or Replacement in North Carolina (GREATER-NC) Project under the United States Department of Transportation's 2018 Better Utilizing Investments to Leverage Development (BUILD) Grant program. The purpose of the grant and this bridge replacement project is to provide transportation infrastructure to support economic development and improve physical and digital connectivity in rural communities in North Carolina. The posted weight restriction on Bridge No. 052 prohibits large or heavy vehicles, typically used in transporting agricultural and manufactured products, from using the bridge. Vehicles above the posted weight must detour 4 miles to avoid the bridge. Replacing the existing bridge will eliminate posted weight limits by providing a safe crossing for all legal loads and will make accommodations for broadband installation in order to support economic competitiveness.

### C. Categorical Exclusion Action Classification:



TYPE I A

D. Proposed Improvements

28. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in 23 CFR 771.117(e)(1-6).

E. Special Project Information:

**Alternatives Discussion:**

**No-Build** – The no build alternative would result in eventually closing the road, which is unacceptable given the volume of agricultural traffic served by SR 1313 (Hargraves Rd.)

**Rehabilitation** – The bridge was constructed in 1957 and the timber materials within the bridge are reaching the end of their useful life. Rehabilitation would require replacing timber and concrete components, which would constitute effectively replacing the bridge.

**Onsite Detour** – An onsite detour was not evaluated due to the presence of a feasible offsite detour.

**Staged Construction** – Staged construction was not considered because of the availability of an acceptable offsite detour.

**New Alignment** – Given that the alignment for SR 1313 is acceptable, a new alignment was not considered as an alternative.

**Offsite Detour (Preferred)** – Traffic will be detoured offsite during the construction period. The 4-mile offsite detour includes SR 1311 and SR 1314. The closure of SR 1313 could cause potential delays to emergency services, Thus, Northampton County emergency services shall be contacted at least one month prior to beginning of construction. The condition of all roads, bridges and intersections on the offsite detour are acceptable without improvement and concurs with the use of the detour. See attached Figure 3 - BR-0117 Detour Map.

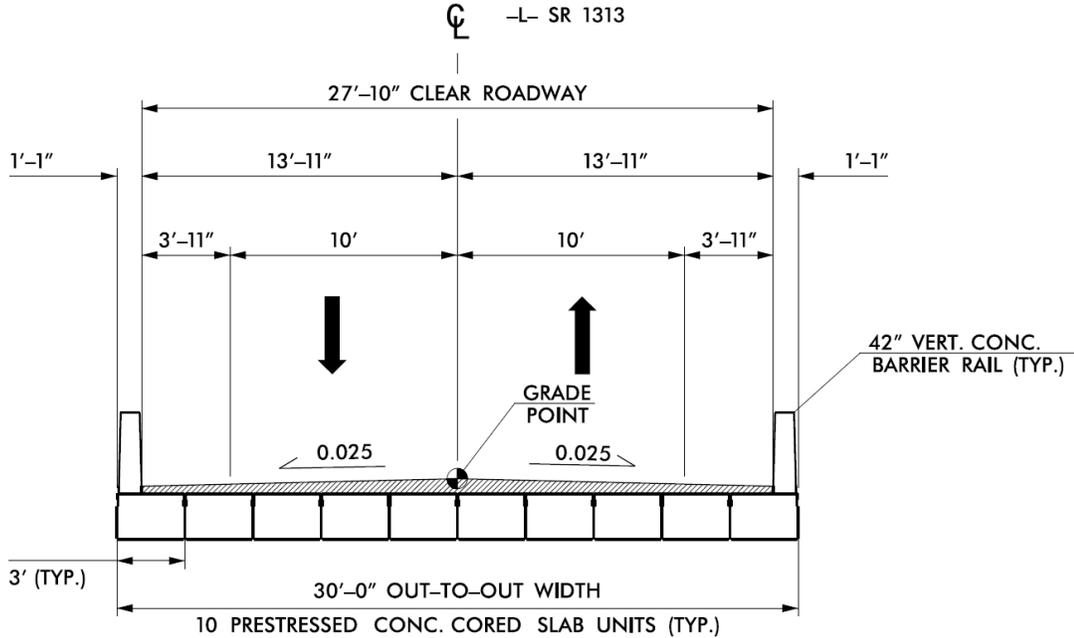
**Design Issues:**

Traffic: Current: 70 ADT  
TTST: 3%, Duals: 3%  
Local Route – NCDOT Subregional Tier Guidelines  
Design Speed – 55 mph  
No design exceptions required

**Pedestrian and Bicycle Accommodations:**

SR 1313 (Hargraves Road) is not part of a NC or US designated bike route. Thus, bicycle and pedestrian accommodations are not required for this project.

**Typical Section for Bridge:**



**Cost Estimate:**

The estimated project costs for the Selected Alternative, based on 2019 prices, are as follows:

Right of Way	\$ 80,000
Construction	\$800,000
<hr/>	
<b>Total Cost:</b>	<b>\$880,000</b>

**Anticipated Permits or Consultation Requirements:**

The proposed project has been designated as a Categorical Exclusion (CE) for the purposes of National Environmental Policy Act (NEPA) documentation. As a result, a Nationwide Permit will likely be required from the U.S. Army Corps of Engineers (USACE) for impacts to "Waters of the United States" resulting from this project. The USACE holds the final discretion as to what permit will be required to authorize project construction.

**Public Involvement:**

NCDOT will minimize any impact to businesses along SR 1313 during construction and will try to expedite the construction time. The area is primarily residential and agricultural regarding land use. Early coordination efforts will be implemented with farmers to minimize impact on operations and avoid project delays.

## Threatened and Endangered (T&E) Species

The United States Fish and Wildlife (USFWS) lists one federally protected species under the Endangered Species Act (ESA) for Northampton County. The National Marine Fisheries Service (NMFS) lists two fish species as potentially occurring in the Roanoke River Basin in Northampton County. The Natural Resources Technical Report dated July 2019 lists a biological conclusion of “No Effect” for all three species.

### F. Project Impact Criteria Checklists:

<u>Type I &amp; II - Ground Disturbing Actions</u>			
<u>FHWA APPROVAL ACTIVITIES THRESHOLD CRITERIA</u>			
If any of questions 1-7 are marked “yes” then the CE will require FHWA approval.		Yes	No
1	Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Does the project require an Individual Section 4(f) approval?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7	Does the project include adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or have an adverse effect on a National Historic Landmark (NHL)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If any of questions 8 through 31 are marked “yes” then additional information will be required for those questions in Section G.			
<u>Other Considerations</u>		Yes	No
8	Does the project result in a finding of “may affect not likely to adversely affect” for listed species, or designated critical habitat under Section 7 of the Endangered Species Act (ESA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9	Is the project located in anadromous fish spawning waters?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10	Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11	Does the project impact waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Other Considerations (continued)</u>		Yes	No
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14	Does the project include a Section 106 of the NHPA effects determination other than a no effect, including archaeological remains?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15	Does the project involve hazardous materials and/or landfills?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16	Does the project require work encroaching and adversely affecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Is the project inconsistent with the STIP or the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP) (where applicable)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26	Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28	Does the project include a <i>de minimis</i> or programmatic Section 4(f)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29	Is the project considered a Type I under the NCDOT's Noise Policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
31	Are there other issues that arose during the project development process that affected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. Additional Documentation as Required from Section F

**Question 1 – Endangered Species:**

The USFWS has developed a Programmatic Biological Opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), USACE, and NCDOT for the NLEB (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for NLEB for the NCDOT program is May Affect, Likely to Adversely Affect. The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Beaufort County, where this project is located. This level of incidental take is authorized from the effective date of a final listing determination through April 30, 2020.

**Question 30 – Prime or Important Farmland:**

A preliminary Natural Resource Conservation Service (NRCS) Farmland Conversion Impact Rating was completed for this project, and a total score of 55 out of 160 points was calculated for the BR-0117 project site. Since the total points calculated in part VI of the NRCS Farmlands Conversion Form AD-1006 for BR-0117 was less than 60, and the total points of the NRCS Farmlands Conversion Form AD-1006 is less than 160, no mitigation for farmland loss is required for the project in accordance with FPPA.

I. Categorical Exclusion Approval

STIP Project No.	<u>BR-0117</u>
WBS Element	<u>48826.1.1</u>
Federal Project No.	<u>N/A</u>

**Prepared By:**

10/8/2019

Date

DocuSigned by:

*Samuel Cullum*

19C97095075A407...  
Samuel Cullum, PE, Project Manager  
Kisinger Campo & Associates Corp.

**Prepared For:**

Structures Management Unit  
North Carolina Department of Transportation

**Reviewed By:**

10/21/2019

Date

DocuSigned by:

*Phillip Harris*

9C1643F6874A457...  
Phillip Harris, III, PE  
Environmental Analysis Unit Head  
North Carolina Department of Transportation



**Approved**

If all of the threshold questions (1 through 7) of Section F are answered "no," NCDOT approves this Categorical Exclusion.



**Certified**

If any of the threshold questions (1 through 7) of Section F are answered "yes," NCDOT certifies this Categorical Exclusion.

10/14/2019

Date

DocuSigned by:

*Kevin Fischer*

ED19A18D98EC496...  
Kevin Fischer, PE  
Assistant State Structures Engineer  
PEF Coordination, Program Management & Field Ops.

FHWA Approved: For Projects Certified by NCDOT (above), FHWA signature required.

N/A

Date

N/A

John F. Sullivan, III, PE, Division Administrator  
Federal Highway Administration

## **PROJECT COMMITMENTS**

**Northampton County  
Bridge No. 650052 over Gumberry Swamp on SR 1313 (Hargraves Road)  
WBS No. 48826.1.1  
TIP No. BR-0117**

### **COMMITMENTS FROM PROJECT DEVELOPMENT AND DESIGN**

#### **NCDOT Division 1 – Emergency Services:**

Contact Northampton County emergency services at (252) 534-6811 at least one month prior to the beginning of construction.

#### **NCDOT Division 1 – Northampton County Schools:**

Contact Northampton County School System at (252) 534-1371 at least one month prior to the beginning of construction.

#### **NCDOT Division 1 – Access:**

Access will be maintained throughout construction for local traffic as well as for farms and active fields that are located near both ends of the bridge. Early coordination efforts will be implemented with farmers to minimize impact on operations and avoid project delays.

#### **NCDOT Hydraulics Unit – FEMA Coordination:**

The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), to determine status of project with regard to applicability of NCDOT'S Memorandum of Agreement, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR). This project involves construction activities on or adjacent to FEMA-regulated stream(s). Therefore, the Division shall submit sealed as-built construction plans to the Hydraulics Unit upon completion of project construction, certifying that the drainage structure(s) and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

## **Attachments**

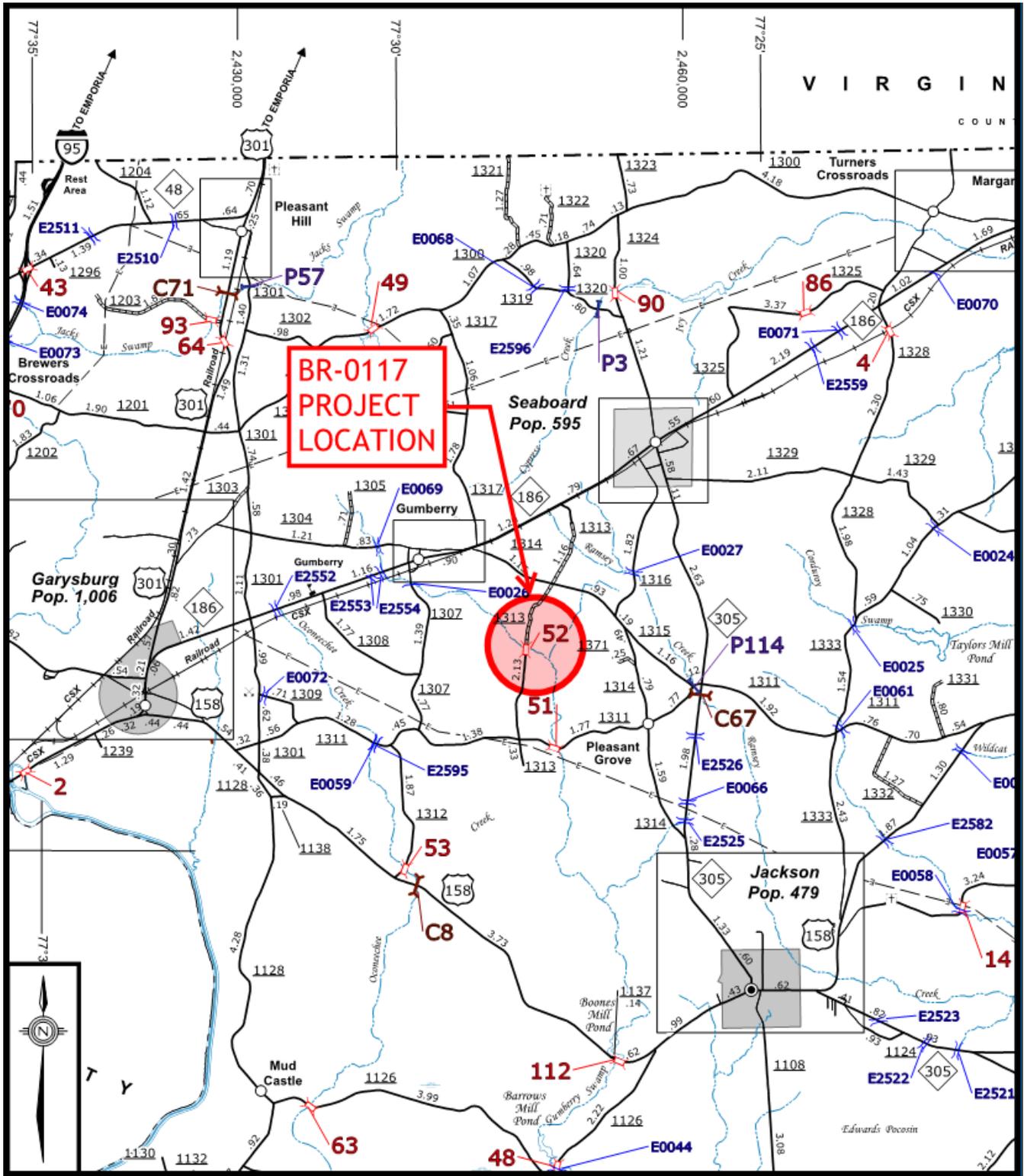


Figure 1: BR-0117 Project Location Map

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
HIGHWAY BUILDING  
P. O. BOX 25201  
RALEIGH, NORTH CAROLINA 27611

SUBJECT DISTURBANCE MAP PROJECT BR-0117  
BRIDGE No. 650052 NORTHAMPTON COUNTY  
PREPARED BY DAA DATE 6/18/2019 STATION -  
CHECKED BY OMK DATE 6/18/2019 STR NO - SHEET - OF -

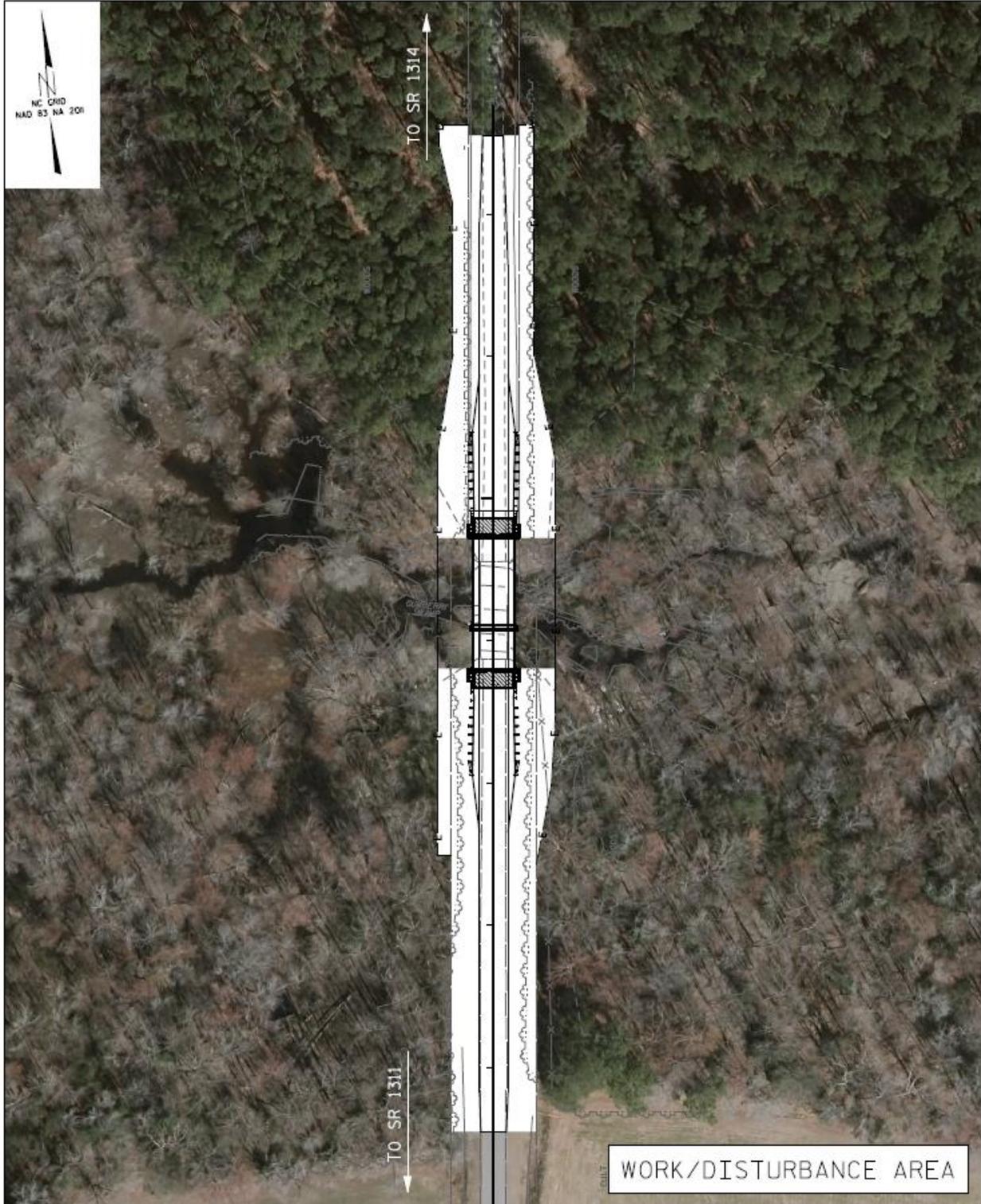


Figure 2: BR-0117 Project Disturbance Map

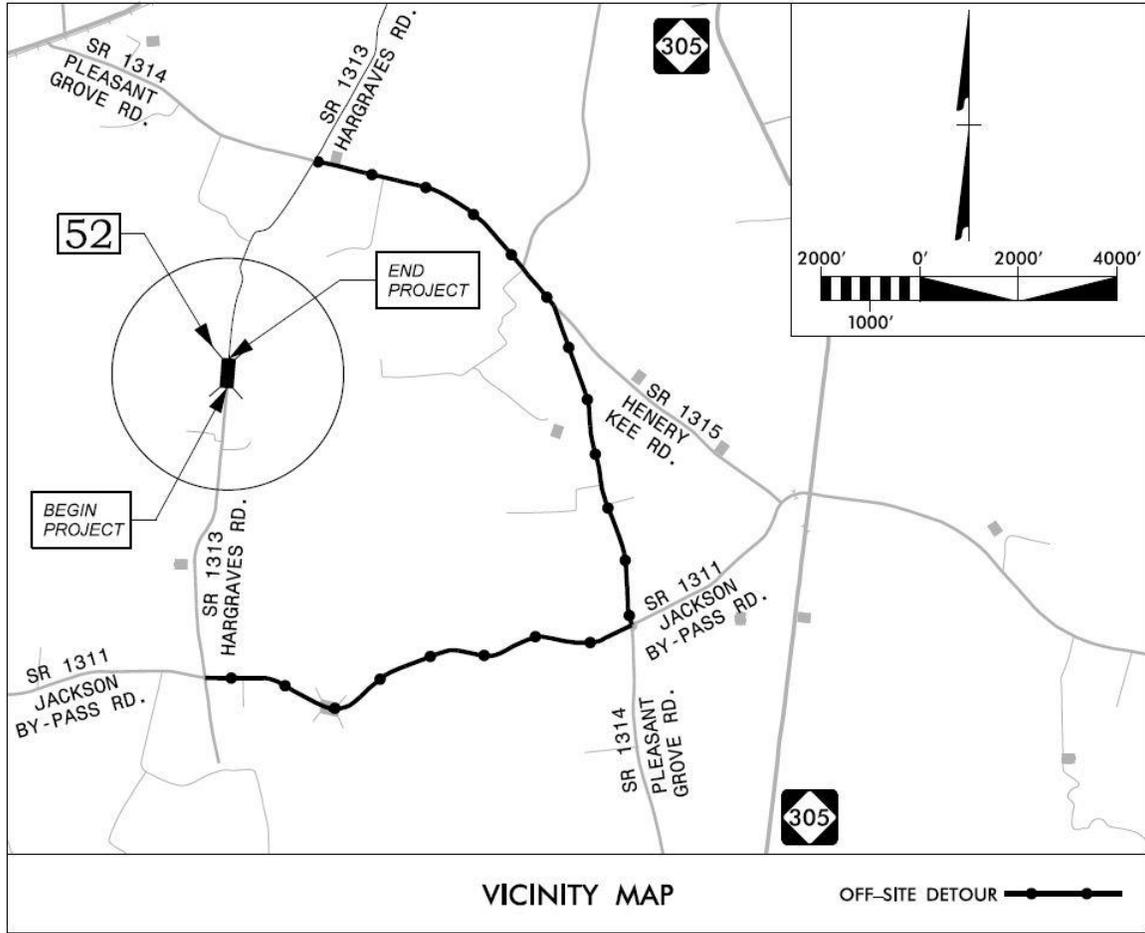
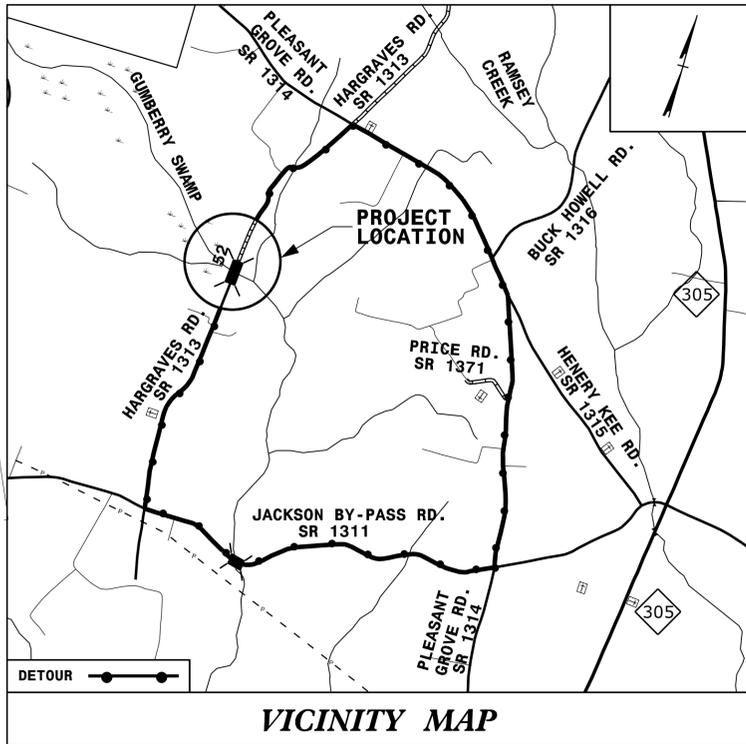


Figure 3: BR-0117 Detour Map

**TIP PROJECT: BR-0117**

**CONTRACT:**

See Sheet 1A For Index of Sheets



**VICINITY MAP**

25% PLANS

STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

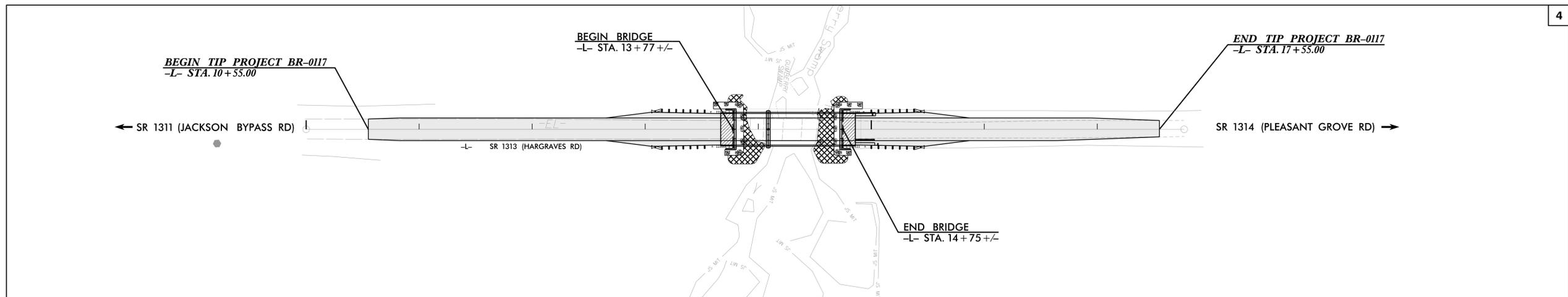
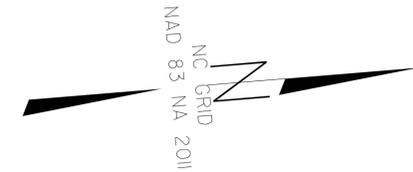
**NORTHAMPTON COUNTY**

**LOCATION: BRIDGE 650052 ON SR 133 (HARGRAVES RD)  
OVER GUMBERRY SWAMP**

**TYPE OF WORK: GRADING, DRAINAGE, PAVING AND STRUCTURE**



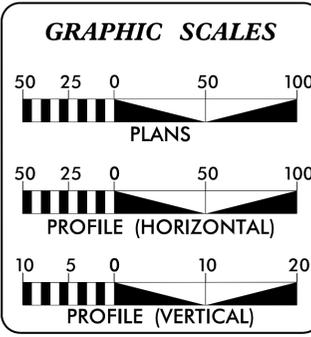
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	BR-0117	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
48826.1.1	TBD	PE	
48826.2.1		RW, UTILITIES	
48826.3.1		CONSTRUCTION	



CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD \_\_

THIS PROJECT IS NOT LOCATED WITHIN MUNICIPAL BOUNDARIES.  
THIS IS NOT A CONTROL OF ACCESS PROJECT.

**DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED**  
**PRELIMINARY PLANS**  
DO NOT USE FOR CONSTRUCTION  
**INCOMPLETE PLANS**  
DO NOT USE FOR R/W ACQUISITION



**DESIGN DATA**

ADT 2016 =	70
T =	6 % *
V =	55 MPH
* TTST =	3% DUAL 3%
FUNC CLASS =	LOCAL RURAL
SUB-REGIONAL TIER	

**PROJECT LENGTH**

LENGTH ROADWAY TIP PROJECT BR-0117	=	0.114 MILES
LENGTH STRUCTURES TIP PROJECT BR-0117	=	0.019 MILES
TOTAL LENGTH TIP PROJECT BR-0117	=	0.133 MILES

**NCDOT CONTACT:** DAVID STUTTS, PE  
SMU PROJECT MANAGER

**KCA**  
KISINGER CAMPO & ASSOCIATES  
2018 STANDARD SPECIFICATIONS

NC FIRM LICENSE No: C-1506  
301 Fayetteville St., Suite 1500  
Raleigh, NC 27601  
(919)882-7839

**RIGHT OF WAY DATE:** OCTOBER 14, 2019

**LETTING DATE:** MAY 19, 2020

JOHN P. MAZERES, PE  
PROJECT ENGINEER

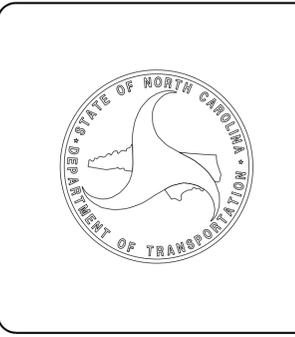
ALLEN J. MCSWAIN  
PROJECT DESIGN ENGINEER

**HYDRAULICS ENGINEER**

\_\_\_\_\_  
SIGNATURE: \_\_\_\_\_ P.E.

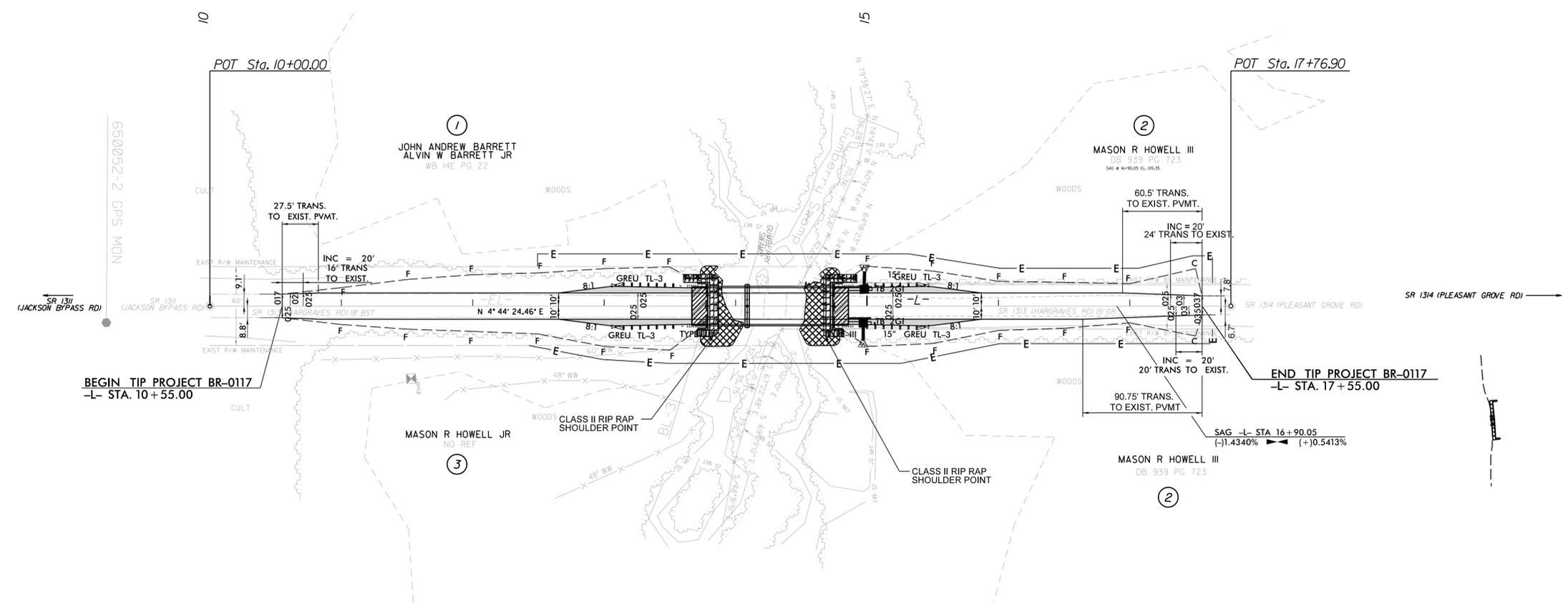
**ROADWAY DESIGN ENGINEER**

\_\_\_\_\_  
SIGNATURE: \_\_\_\_\_ P.E.

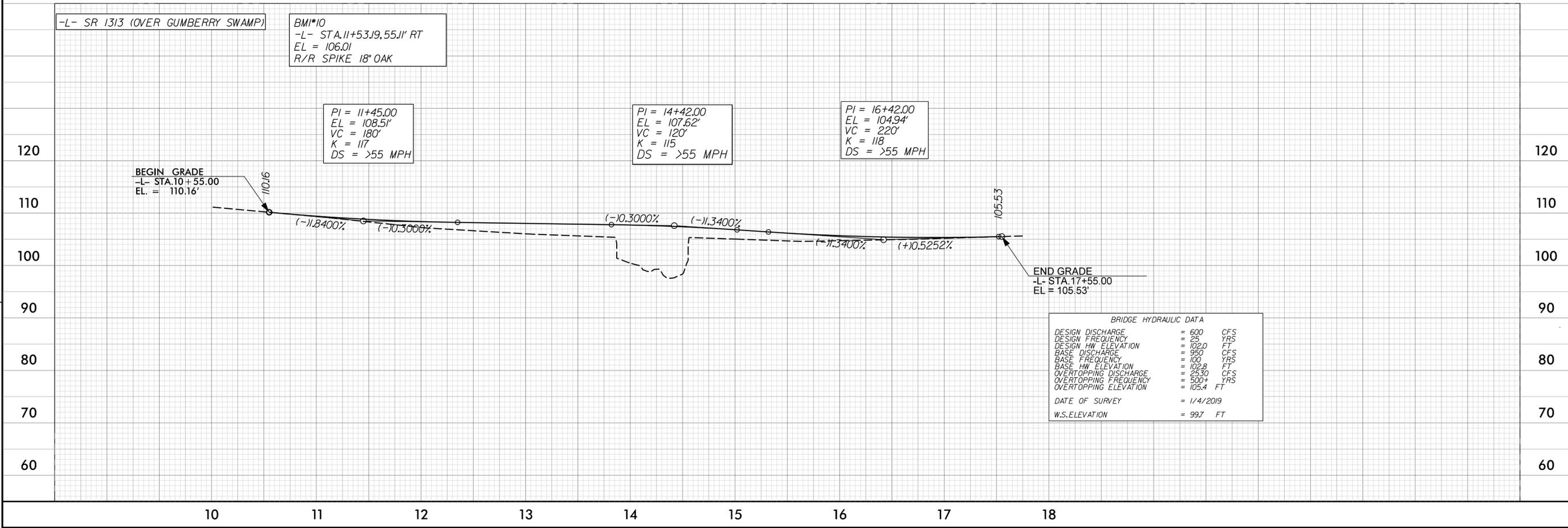


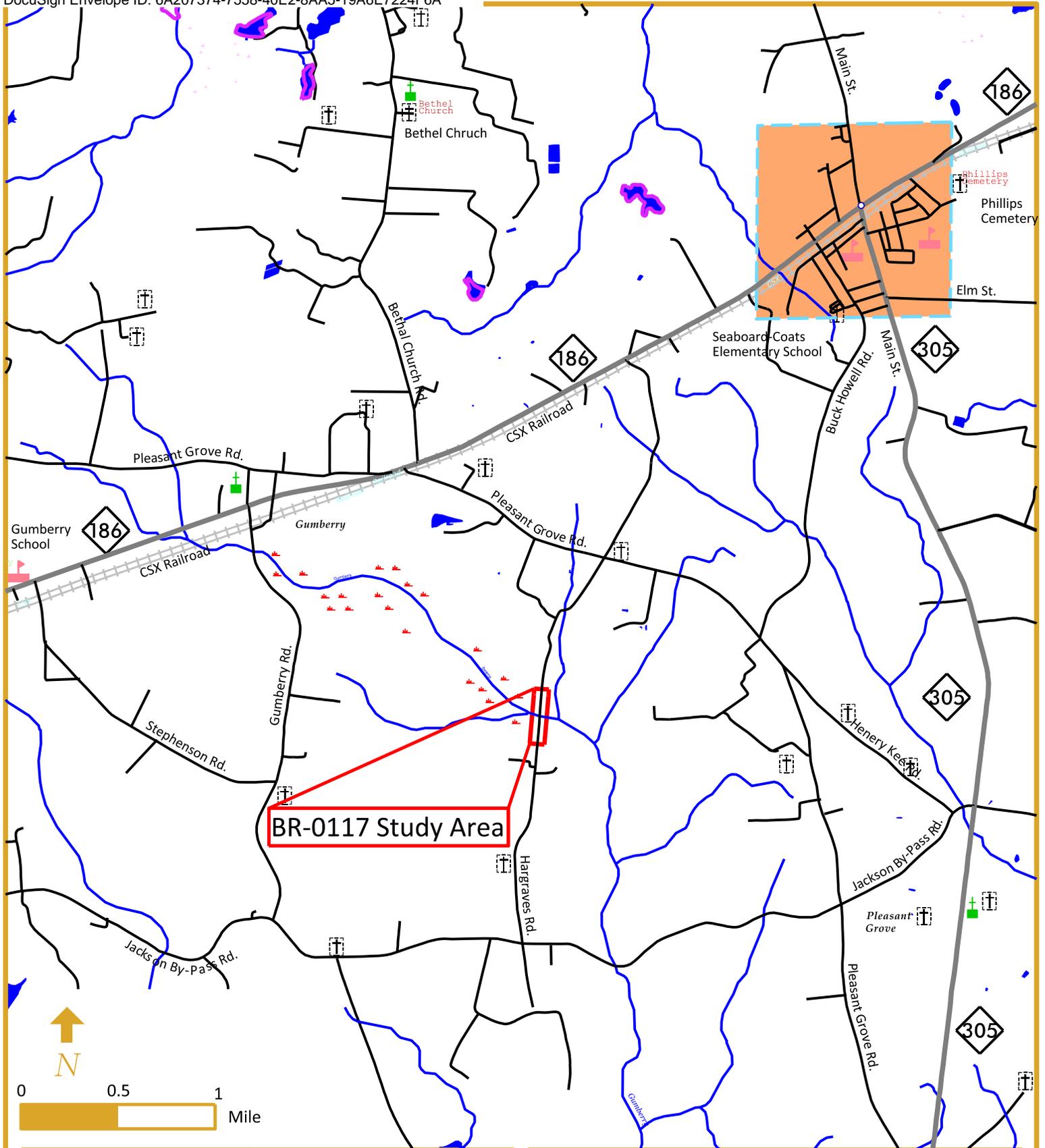
8/17/19

PROJECT REFERENCE NO. <i>BR-0117</i>	SHEET NO. 4
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>PRELIMINARY PLANS</b> DO NOT USE FOR CONSTRUCTION	
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> <b>UNLESS ALL SIGNATURES COMPLETED</b>	
PREPARED IN THE OFFICE OF:	 NC FIRM LICENSE NO. C-1506 301 Fayetteville St., Suite 1500 Raleigh, NC 27601 (919) 862-7839



REVISIONS





## BR-0117

Replacement of Bridge No. 650052  
over Gumbery Swamp  
on SR 1313 (Hargraves Rd.)

## Vicinity Map

### Legend:

-  School
-  Church
-  Cemetery
-  Seaboard
-  NC Route
-  Secondary Route
-  Railroad



NCDOT Division 1: Northampton

18-09-0077



## HISTORIC ARCHITECTURE AND LANDSCAPES NO SURVEY REQUIRED FORM

This form only pertains to Historic Architecture and Landscapes for this project. It is not valid for Archaeological Resources. You must consult separately with the Archaeology Group.

### PROJECT INFORMATION

<b>Project No:</b>	BR-0117	<b>County:</b>	Northampton
<b>WBS No.:</b>	67117.1.1	<b>Document Type:</b>	
<b>Fed. Aid No:</b>		<b>Funding:</b>	X State    Federal
<b>Federal Permit(s):</b>	X Yes    No	<b>Permit Type(s):</b>	USACE
<b>Project Description:</b> Replace Bridge No. 52 on SR 1313 (Hargraves Road) over Gumberry Swamp (no off-site detour specified in review request).			

### SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

**DESCRIPTION OF REVIEW ACTIVITIES, RESULTS, AND CONCLUSIONS:** HPOWeb reviewed on 22 October 2018 and yielded no NR, SL, DE, SS, or LD properties in the Area of Potential Effects (APE). Northampton County current GIS mapping, aerial photography, and tax information indicated an APE of cultivated fields and woodland and wetland with several residential and agricultural resources dating from the 1920s to the 1970s, all unexceptional examples of their types (22 October 2018). A previously recorded, mid-nineteenth-century House (NP0429) stands on a parcel located outside the APE to the southeast, approximately 630 feet east of SR 1313 (Hargraves Road) and beyond likely project impact. Constructed in 1957, Bridge No. 52 is not eligible for listing in the National Register according to the NCDOT Historic Bridge Inventory as it is neither aesthetically, nor technologically significant. Google Maps "Street View" confirmed the absence of critical architectural and landscape resources in the APE (viewed 22 October 2018).

**No architectural survey is required for the project as currently defined.**

**WHY THE AVAILABLE INFORMATION PROVIDES A RELIABLE BASIS FOR REASONABLY PREDICTING THAT THERE ARE NO UNIDENTIFIED SIGNIFICANT HISTORIC ARCHITECTURAL OR LANDSCAPE RESOURCES IN THE PROJECT AREA:** APE equates with the study area provided in the review request (see attached). The comprehensive architectural survey of Northampton County (2008-10), as well as later studies recorded no resources in the APE. County GIS and other visuals illustrate the absence of significant architectural and landscape resources in the APE. No National Register-listed properties are located within the APE.

**Should any aspect of the project design change,  
please notify NCDOT Historic Architecture as additional review may be necessary.**

### SUPPORT DOCUMENTATION

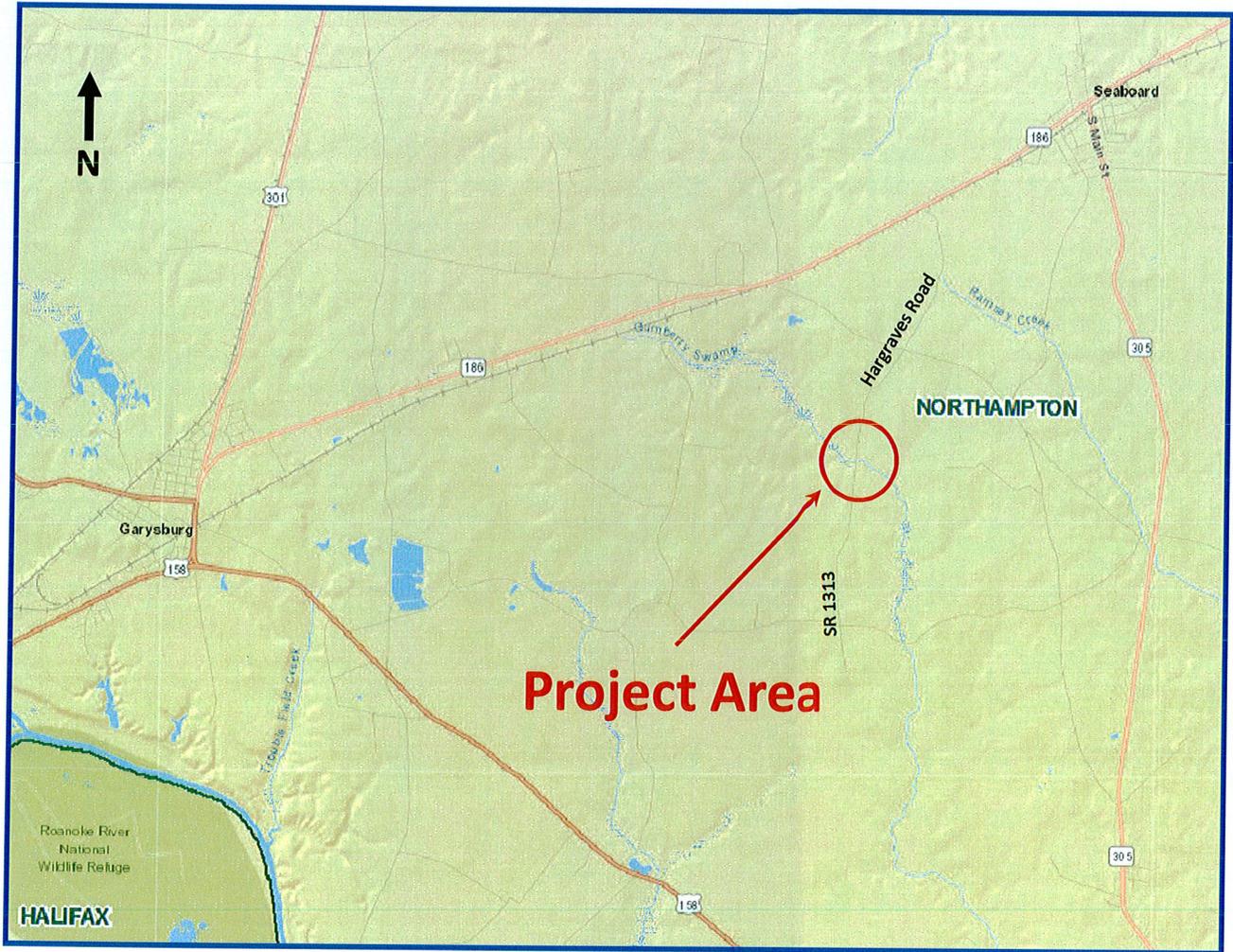
X Map(s)     Previous Survey Info.     Photos     Correspondence     Design Plans

### FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- NO SURVEY REQUIRED

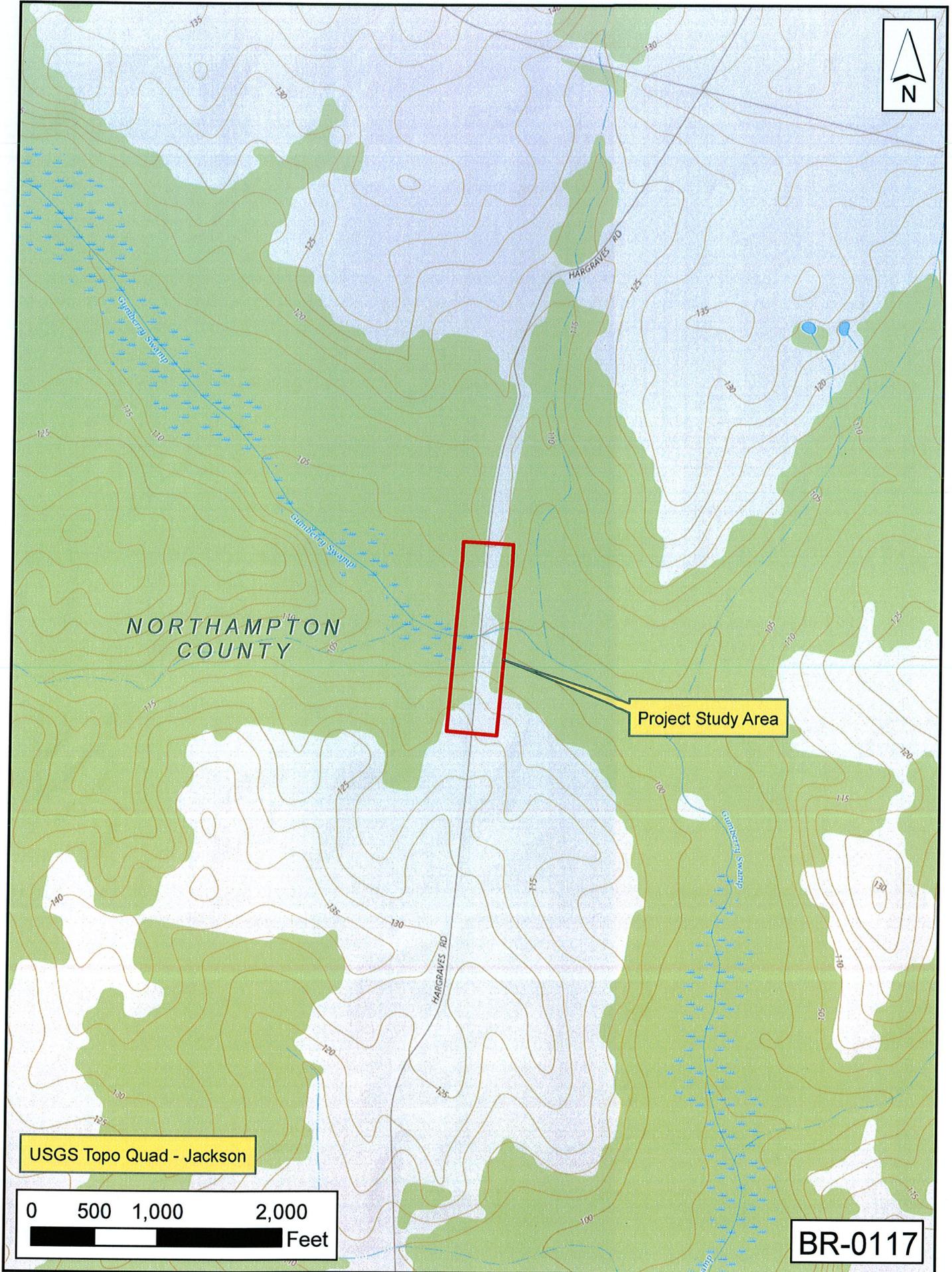
*Vanessa C. Fabrick*  
\_\_\_\_\_  
NCDOT Architectural Historian

*22 October 2018*  
\_\_\_\_\_  
Date



Bridge No. 52 Replacement  
WBS No. 67117.1.1

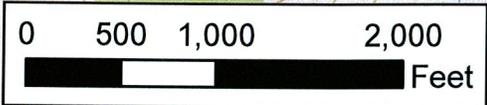
Northampton County  
Base map: HPOWeb, nts



Project Study Area

NORTHAMPTON  
COUNTY

USGS Topo Quad - Jackson



BR-0117

Tracking No. 18-09-0077

18-09-0077



## NO ARCHAEOLOGICAL SURVEY REQUIRED FORM

This form only pertains to ARCHAEOLOGICAL RESOURCES for this project. It is not valid for Historic Architecture and Landscapes. You must consult separately with the Historic Architecture and Landscapes Group.



### PROJECT INFORMATION

**Project No:** BR-0117                      **County:** Northampton  
**WBS No:** 67117.1.1                      **Document:** MCC  
**F.A. No:**                                      **Funding:**  State     Federal  
**Federal Permit Required?**             Yes     No    **Permit Type:** USACE

**Project Description:** The project involves the replacement of Bridge No. 52 on SR 1313 (Hargraves Rd) over Gumberry Swamp in Northampton County, North Carolina. The archaeological Area of Potential Effects (APE) encompasses all areas of potential ground disturbing activity as depicted on the attached GIS mapping.

### SUMMARY OF CULTURAL RESOURCES REVIEW

#### **Brief description of review activities, results of review, and conclusions:**

Permitting and funding information was reviewed for determining the level of archaeological input required by state and federal laws. Based on the submitted "request for cultural resources review" form, the project is state-funded with federal permit interaction. As such, Section 106 of the National Historic Preservation Act will apply and the United States Corps of Engineers (USACE) will serve as the lead federal agency. Next, construction design and other data was examined (when applicable) to define the character and extent of potential impacts to the ground surfaces embracing the project locale. For the most part, the APE was primarily designed to capture any federal permit areas or locations of potential ground disturbing activity.

Once an APE was outlined, a map review and site file search was conducted at the Office of State Archaeology (OSA) on Thursday, September 27, 2018. No National Register of Historic Places (NRHP) eligible archaeological sites or any other documented cultural resources are located within or adjacent to the project APE.

Examination of NRHP, State Study Listed (SL), Locally Designated (LD), Determined Eligible (DE), and Surveyed Site (SS) properties employing resources available on the NCSHPO website is important in establishing the location of noteworthy historic occupations related to a perspective construction impact area. A cross-check of these mapped resources concluded that none of the above properties with potential contributing archaeological components are situated within or proximal to the APE. In addition, historic maps of Northampton County were appraised to identify former structure locations, land use patterns, cemeteries, or other confirmation of historic occupation in the project vicinity. Archaeological/historical reference materials were inspected as well. In general, the cultural background review established that no previously recorded archaeological sites, documented cemeteries or NRHP properties are located within the APE. Based on cultural-historical factors, the APE is considered to have a low potential for the documentation of archaeological resources.

Further, topographic, geologic, flood boundary, and NRCS soil survey maps were referenced to evaluate pedological, geomorphological, hydrological, and other environmental determinants that may have resulted in past occupation at this location. Aerial and on-ground photographs (NCDOT Spatial Data Viewer) and the Google Street View map application (when amenable) were also examined/utilized for additional assessment of disturbances, both natural and human induced, which compromise the integrity of archaeological sites. Environmental/impact factors do not suggest a heightened potential for archaeological resource recovery.

18-09-0077

***Brief Explanation of why the available information provides a reliable basis for reasonably predicting that there are no unidentified historic properties in the APE:***

The APE has a low potential for the recovery of archaeological remains based on soil data (wetlands) and agricultural impacts. It is unlikely to contain significant, intact, and preserved archaeological deposits eligible for NRHP inclusion. As currently proposed as a state-funded project with federal permit interaction, no further consultation is advocated. A finding of "no archaeological survey required" is considered appropriate.

**SUPPORT DOCUMENTATION**

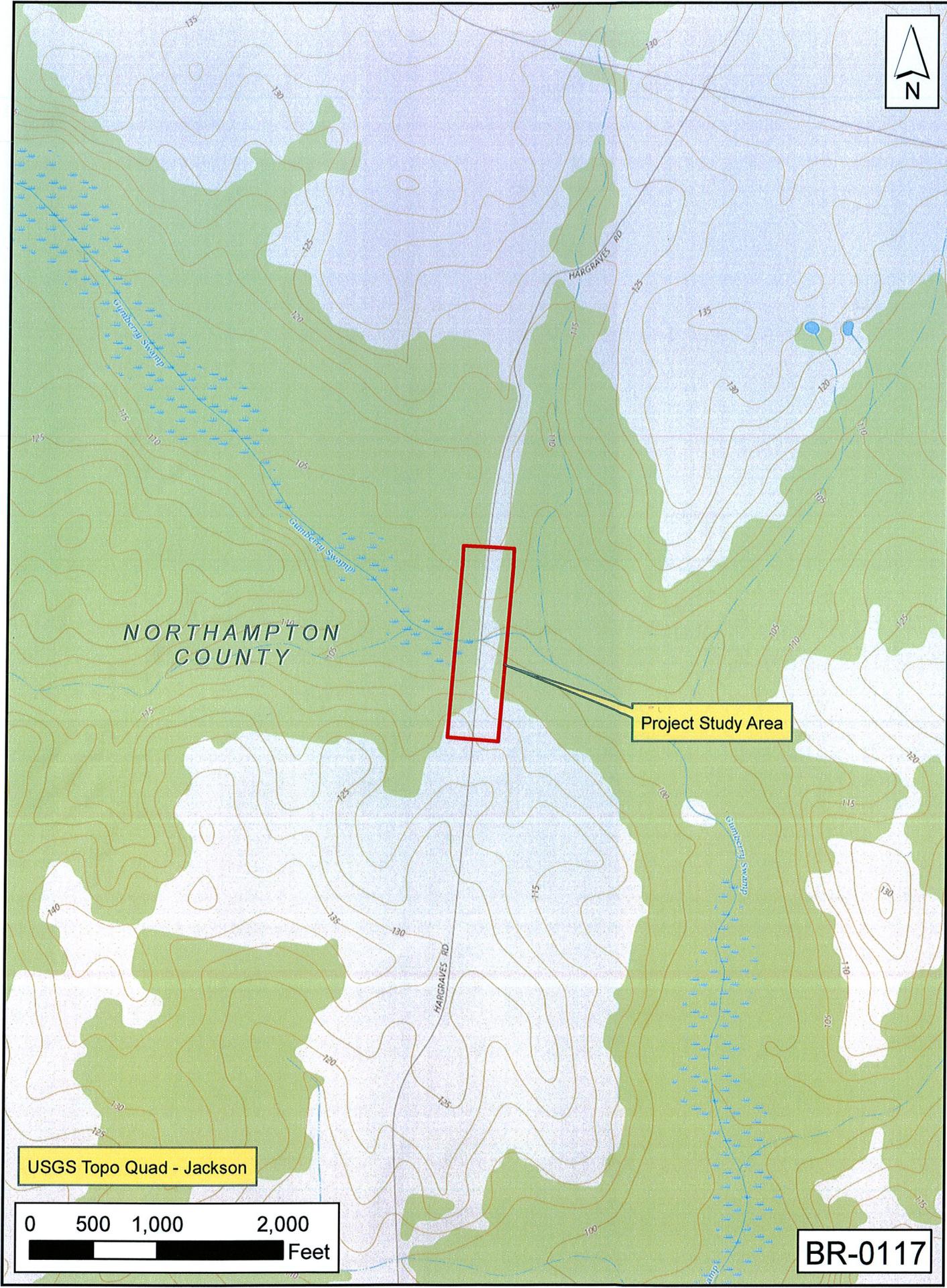
See attached:  Map(s)     Previous Survey Info     Photos     Correspondence  
 Photocopy of County Survey Notes    Other:

**FINDING BY NCDOT ARCHAEOLOGIST**

**NO ARCHAEOLOGY SURVEY REQUIRED**

*Eric Helver*  
\_\_\_\_\_  
NCDOT

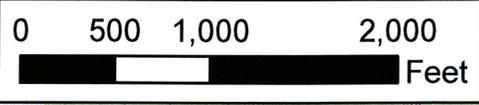
9-29-2018



NORTHAMPTON  
COUNTY

Project Study Area

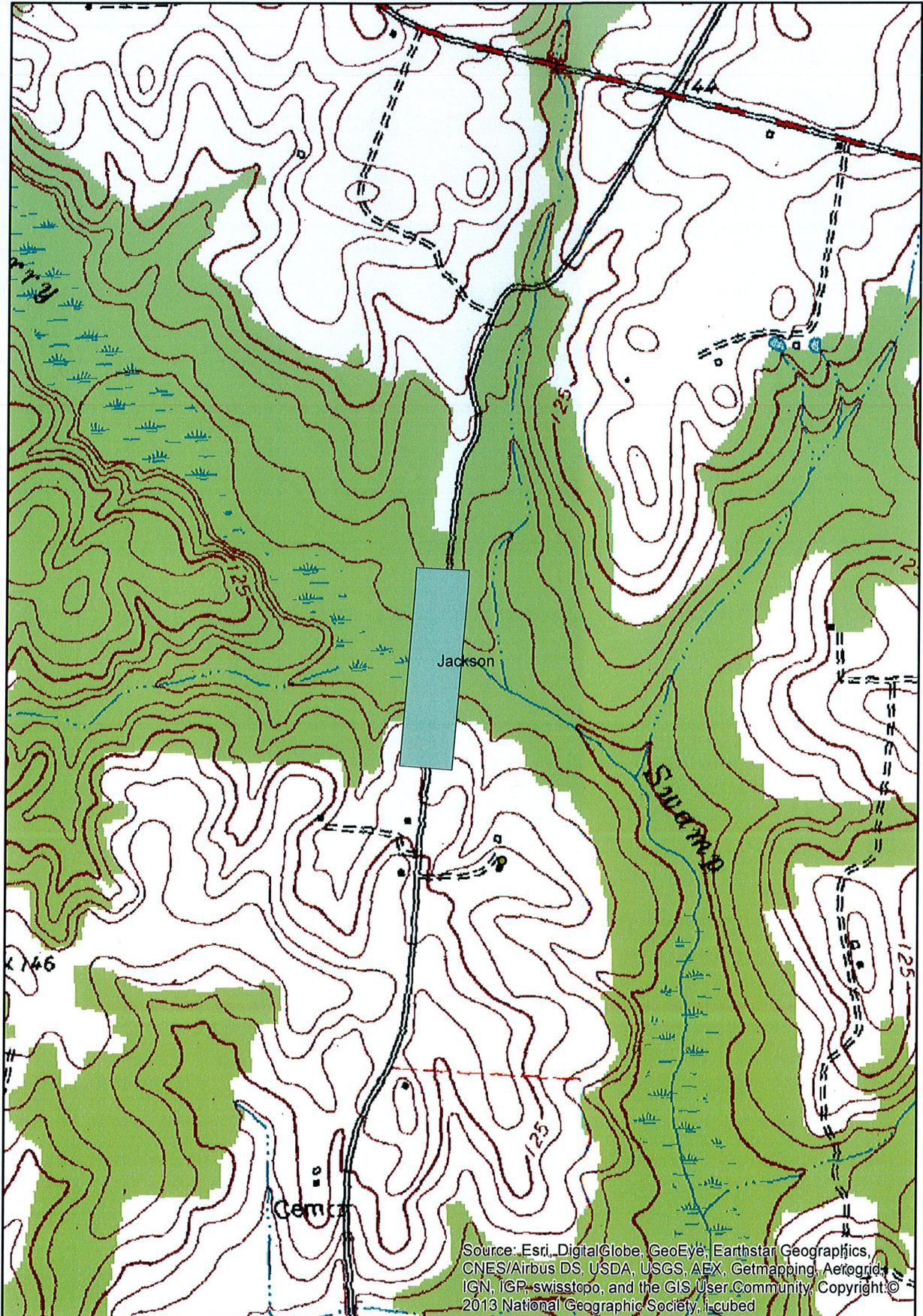
USGS Topo Quad - Jackson



BR-0117



ARC-GIS aerial shape file map relating the location and boundaries of the archaeological Area of Potential Effects (APE) in Northampton County, North Carolina.



Portion of the Jackson topographic map illustrating the location and boundaries of the archaeological Area of Potential Effects (APE) in Northampton County, North Carolina.